

ATLANTIC COAST'S FINEST HARBOR

Newport News Leading Many Older Ports in Its Ocean Carrying Trade.

Proof of Principle that Commerce Follows Lines of Least Resistance and Best Facilities.

New York Tribune:

The export figures of Newport News are said by a correspondent to be "amazing." They are not. They show that shipments of all kinds are rapidly increasing. Last week nearly a million bushels of grain were shipped and six more big steamships are being loaded. About 150 carloads of grain are received daily from the west. Two new cargo ships of 12,000 tons each are being built for that port, and the present grain elevator, of 1,750,000 bushels capacity, is to be supplemented with another of about equal size. Such figures are magnificent, prodigious, colossal, if you will; but they are not amazing. On the contrary, they are just what was to be expected.

"The Shipping World Year Book" explains the situation. It tells us that the harbor of Newport News is the finest on the Atlantic coast of the United States, contains the largest dry-dock in the United States and has one of the most complete shipyards in the world. Moreover, it is controlled by a great railroad corporation which exerts all its energy for its development. Why should not its shipments rapidly increase? It would be amazing if they did not. Commerce moves on lines of least resistance and best facilities. Therefore much of it goes to Newport News instead of New York. It is perfectly natural. And it is all New York's fault, for once this harbor was far better than that of Newport News, and might have been kept so, and might have been provided with far better artificial facilities than Newport News has.

Does New York console itself with the notion that it will at any rate retain the import trade? That is fallacious. The same dispatch which we have quoted adds that imports at Newport News are increasing at an enormous rate. Of course they are, and they will continue to do so. For imports and exports will in the end seek the same port, and that will be the port chosen by the export trade. Imports must follow exports. If New York wants to retain the former, she must retain the latter. And if she is going to do that she needs to bestir herself. It is not worthy of her that any other place on the Atlantic coast should be rated as having a better harbor or better shipping facilities. The best harbor, the biggest and best docks, the most complete shipyard, the quickest and cheapest elevator and other transfer service, and the finest steamships in the world, and they under the American flag—these are the things that New York ought to have, and could have, and must have.

THE SCIENTIFIC THEORY OF BLUSHING.

Blushing is not an art, neither is it a sign of ill-breeding, as some unkind people maintain. The fact is it is just as natural for some persons to blush as it is for others to turn pale. The same laws of nature which govern the one rule, govern the other. The capillaries, or small blood-vessels, which connect the arteries and veins in the body, form, particularly over the cheeks, a network so fine that it is necessary to employ a microscope to distinguish them. Ordinarily, the blood passes through these vessels in normal quantities, leaving only the natural complexion. But when some sudden emotion takes possession of the heart, its action increases, and an electric thrill instantly leaps to the cheeks. The thrill is nothing more than a rush of blood through the invisible capillaries just beneath the delicate transparent surface of the skin. The causes that bring about this condition in the circulating system are called mental stimuli. They consist of joy, anger, shame, and many other emotions. Sudden horror, remorse, or fear, on the contrary, influence the nerves which control the blood-vessels, and the face becomes white. Blushing and pallor result from the sudden action of the mind on the nervous system. So, if the mind be forewarned and prepared for emotions, both habits can at least be partially overcome. But when the nervous system is highly strung, it would be a lifelong, if not a futile task, to endeavor to effect a perfect cure. It is the sensitive, nervous girl who blushes easily, while the girl stolid by nature, or who by conventional education has her nerves under perfect control, seldom blushes.

THE HONOLULU STATION.

Tacoma News. That the government intends making of Honolulu a halfway station between the Pacific coast and the Philippines is evidenced by the manner in which the navy department is rushing coal and other supplies to the Hawaiian Islands.

Captain Anderson of the ship Lucille, now loading at this port for Honolulu,

has received word that the handsome big schooner Charles E. Moody has sailed from Norfolk coal laden, under charter to the government, her destination being Honolulu. Captain Anderson is instructed to take command of the Moody so soon as he can make connection with that vessel. The advice also states that the government is desirous of gaining a time charter on the Moody that she may be used as a carrier of army and navy stores while the insurrection in the Philippines lasts. The owners, however, are inclined to place the vessel in the coal carrying trade between Tacoma and Honolulu on their private account.

SOLID FOUNDATIONS.

There is no better gauge of the wealth or the poverty of the times than the public interest in entertainments, especially dramatic or musical entertainments. The few special sales already noted this season indicate that prosperity is real, substantial and widespread.—Boston Post.

YACHT RACING A COSTLY LUXURY

ENORMOUS INITIAL COST

Income of a Millionaire Required to Keep up Annual Expenditures.

Few branches of sport yield less in comparison with the sums lavished on them than yachting, which of a necessity is a monopoly of men with well-lined purses. The initial cost of a yacht may range from \$500 to \$500,000, and the annual outlay from \$500 to \$50,000.

The man who buys a 30-ton yacht for pleasure purposes alone, and without any of the added cost of racing, must expect her to cost him \$2,000 a year. For a 100-ton yacht he will have to disburse from \$5,000 to \$50,000 a year, without counting depreciation or the interest on the \$10,000 or \$15,000 he has sunk in her purchase.

When a man aspires to the luxury of a steam yacht of hundreds of tons he ought to have a deep purse of a millionaire, for he may well spend on his hobby the annual income of a cabinet minister of the first rank; while the interest alone on the money his floating palace represents would pay the annual stipend of a bishop.

These estimates based on the evidence of an expert are for pleasure yachts only, as distinguished from racing yachts; for the owner of a racer must expect to add materially both to original outlay and yearly expenditure. It is estimated that the cost of building and racing the Shamrock and the Columbia for this season alone cannot be much less than \$1,000,000.

The thirty-nine sailors on the Columbia will receive \$25 a month; so that for a season of five months their wages alone will absorb \$4,875. Their food will bring this sum to at least \$10,000, and to this total for wages and food must be added the skipper's salary of \$4,000.

These items, although they amount to nearly \$15,000 only represent a part of the season's expenses. At least once a week the yacht will have to be taken out of the water to have her bottom polished. The manganese bronze of which her hull is built accumulates seaweed rapidly and this and all other accretions must be cleared away at short intervals if her speed is not to suffer.

To say that the Columbia will cost her owner \$25,000 for the season's racing is probably an underestimate; while the cost of racing the Shamrock will be greater. If the Shamrock is successful in bringing the cup back to England, the trophy will cost her generous owner no less than \$25,000 in addition to all other normal expenditures; for this is the sum which will be required to pay every member of the winning crew the promised \$5 a week for life.

To race a yacht like the Britannia, the Meteor, or the Rainbow for a single season cannot cost less than \$15,000, apart from accidents and depreciation; while if we consider the short racing life of one of these grayhounds, and distribute her original cost over the few years of her life, the annual price paid for the brief luxury of owning her must be increased by many thousands a year.

Certainly it is safe to say that no man would think of owning a racing yacht of this class who is not prepared to spend \$25,000 to \$50,000 a year for the indulgence.

Even the gift of a \$500 prize is largely removed by the extra expenses of owning and winning. It is usual for the owner of a winning yacht to pay her crew \$5 each in addition to their wages. On a boat like the Britannia this would entail an extra cost of nearly \$20 for the day. To this item the balance sheet must be added \$50 gratuity for the skipper and a smaller fee for the pilot, together with another \$25 for provisions and beverages. Thus, against the prize of \$500 must be set an additional charge for the day of about \$300.

If the yacht, instead of winning, loses, a sum of about half this amount must be spent on the race, and added to the normal cost of maintenance. It is thus clear that even a boat as successful as the Meteor has been this season can reduce her expenses very inappreciable by the prizes she wins, and, as a general rule, they are a negligible factor in the annual balance sheet.

SALMON PACK ON SOUND IS LARGE

Pack for the Season Estimated at 600,000 Cases.

Many New Traps Were in Operation But Caught Few Fish—Types to Be Propagated.

Tacoma News.

It is estimated the pack of salmon on Puget sound this season will be 600,000 cases. This is the largest in the history of the fisheries, the record for last year being 400,200 cases, valued at \$1,600,800. On the basis of the same prices this year the value of the pack comes up to \$2,401,200. This does not include a large amount of salt and frozen fish which have been dealt in heavily this season.

Deputy Commissioner Boardman, who returned from down sound, says the boom in fisheries this year has led to many experiments with traps in new locations.

Some locations have been driven on the south side of the straits, commencing at Protection Island and running up thirty miles beyond Port Angeles. There is doubt among fishermen as to whether it will be a profitable venture or not. Information from one of the traps located far out leads to the belief that it will not be satisfactory. Up to date the location has not fished well, as the fishermen express it, though it may prove valuable. Certain fish seem to seek certain channels in running.

There has also been a decided movement toward the extension of traps on the upper Sound by which is included by fishermen that portion above Deception pass.

These traps require an investment of from \$2,000 to \$5,000 and the returns hitherto have not justified the outlay. One trap has been placed on Vashon Island in the West passage, one at Point No. Point and one at Hat Island opposite Everett. It is said silver salmon do not lead into nets easily and they do not come in from the ocean as freely under bright skies as in stormy weather.

The fish department is directing its efforts to the propagation of the tree salmon, which corresponds to the royal chinook of the Columbia river.

An attempt will also be made to increase the supply of sockeye or blue back in the upper sound. This is a favorite Fraser river fish, but it is becoming more plentiful in the Skagit since the establishment of the Baker Lake hatchery.

The steelhead is also to receive particular attention. It is a late fall and winter fish and is especially adapted to shipping in cold storage for the Eastern market.

AS TO DEWEY'S POLITICS.

Chicago Times-Herald.

In order to check the movement among democrats to nominate Admiral Dewey for president Senator Redford Proctor of Vermont, which is Dewey's state, declared that Dewey and all his relatives—the entire Dewey family in all its generations—were republicans. They had never been anything else. Dewey's brothers were republicans. The inference was irresistible that Dewey himself was a republican.

The very latest authority as to Dewey's politics is to the effect that he has not voted more than once or twice in twenty-five years. How he voted then is unknown. In an interview said to have been granted since he was in New York harbor he pointed to a pulley block and said that the piece of timber there "knew as much as any living person about his opinion of party politics." The discretion of this remark is characteristic of this great naval hero of the country.

It was the same way with Grant. But Grant allowed himself to be seduced by the adroit republican politicians of the day. He was originally a democrat. Like most officers of the army he was conservative in his political views. It was only at long intervals that army officers could vote at their places of residence. But Grant had resigned from the army to become an employe of the leather house in Galena belonging to his father. While in that position, in 1856, at the election of that year, he voted for Buchanan, the democratic candidate for president. When the republicans began to talk about him in 1868 as a candidate for president they were warned that he was a democrat and that at his last appearance at the polls twelve years before he had voted for the democratic candidate for president. Notwithstanding this historical fact he was nominated by the republicans and was elected. He was the most radical republican ever elected to the office of president, not excepting Harrison nor McKinley. Political lessons are inspired by precedents.

There is no doubt that Grant would have accepted the democratic nomination for president in 1868 as readily as he accepted the republican nomination had it not been for the influence of General John Rawlins, his adjutant general during his most important campaigns and his secretary of war after he became president. Under the advice of Rawlins and of specious politicians who surrounded him at Washington while he was in command of the army he consented to become the republican candidate for president and

was elected. He was re-elected in 1872, but it would have been better for his fame and fortune had he never reached the presidency. Had he remained at the head of the army, devoted to the duties of his office exclusively, his name never would have been sought by financial adventurers and scoundrels as the cover of a partnership. The monumental scandal of the transactions of the firm of Grant & Ward never would have occurred and the name of the great hero of the civil war would have escaped reproach.

But there are other cases of popular heroes who became the most illustrious of civil magistrates. To say nothing of Washington, every lover of constitutional liberty, every fellow citizen who believes in the fact that corporations should be subservient to just laws, who adheres to the faith of the people as the conservators of their own rights, who stands by the supremacy of equal laws enacted to protect all the people in their rights, all alike, must regard Andrew Jackson as the ideal of American statesmanship, second to Jefferson alone.

If Admiral Dewey shall seek the advice of friends they will tell him that he should hesitate seriously before determining to compromise his fame by becoming a political candidate. Would the democrats be wise in nominating him for president without a platform? That experiment was once tried. In 1840 the whigs nominated John Tyler as their candidate for vice president. They were told that he was not a whig. But they said that he could carry Virginia for the whig ticket of Harrison and Tyler. So they sang: "We'll vote for Tyler therefore. Without a why or wherefore." Harrison died after one month in the presidency and Tyler became president. The history of his administration is the severest lesson in history for politicians who nominate candidates for expediency and for parties who accept heroes without a platform as their candidates.

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M. Jean Schopfer, the distinguished scholar and author of the "Voyage Ideal en Italie," who sailed from Europe on the Augusta Victoria, is going to give lectures on French art at several of the universities in this country.

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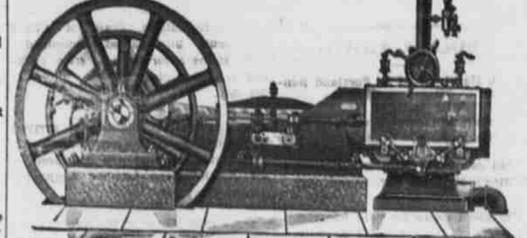
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